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GEOGRAPHIC SCHOOL BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington, D. C.)

NOTICE

If you receive a Renewal Blank with this issue, your subscription expires on this date. Since war restrictions are affecting all publications, it is urged that your renewal be made immediately, to ensure receiving the Geographic School Bulletins when publication is resumed after the summer vacation. This is the last issue of the Bulletins until October 4.

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Richard H. Stewart

BANANAS AND BABY-DRESS BONNETS AMUSE SENORITAS SOUTH OF THE BORDER

A Pan American Highway link in east Mexico, not yet joined with the section completed in the northwest, winds from Arriaga through Tuxtla Gutiérrez to Comitán. A distinctive headdress of the Tuxtla region turns out to be a baby dress, with ruffled neck and long sleeves (right). One explanation is that such infants' clothes washed ashore from a wrecked Spanish galleon centuries ago. Puzzled Indians, whose babies went bare, concluded that the garment was a lady's bonnet (Bulletin No. 4).

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GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic School Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Originally entered as second-class matter January 27, 1922; re-entered as of April 27, 1943, Post Office, Washington, D. C., under Act of March 3, 1879. Copyright, 1943, by National Geographic Society, Washington, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

Remodeled Turkey Still a Doorstep to War Theaters

WOOED by many diplomatic suitors, Turkey has long been perching warily on a fence between United Nations and Axis powers.

Its land mass, three times as big as Texas, juts from United Nations realms of influence in Asia into Nazi-held eastern Europe. On east and south lie the Caucasus region of the U.S.S.R., Iran, Iraq, and the French-mandated Levant States. North and west extend the Nazi-occupied shores of the Black Sea, the Axis allies Romania and Bulgaria, and Aegean islands of conquered Greece.

Wool, Wheat, and Minerals Helped Ward off War

By water, too, Turkey is a gateway between embattled areas. From the Black Sea on the north to the Aegean and Mediterranean on the south the only route is the passage through the three-section, 172-mile waterway of Turkey's Straits. The 35-mile-long Dardanelles Strait, the miniature Sea of Marmara, and the 17-mile Bosporus Strait comprise this essential water link. International use of the waterway was provided for by treaty in 1920. Sixteen years later Turkey was permitted to refortify the Straits, which Turks have controlled since 1453.

Commodities needed by hungry and war-wasted Europe—chrome, coal, wheat, wool, cotton, tobacco, and fruit—are the weapons with which Turkey has defended herself in recent diplomatic encounters. Turkish place names are trademarks of quality rugs in the markets of America and Europe. Angora goats have a fame all their own. The mohair clip in 1940 totalled about 15,500,000 pounds. Turkish tobacco sold in the United States is merely revisiting the land of its birth, as the "weed" was originally a native of America.

The country that pours these items into international commerce is a high, dry tableland fringed with a fertile coastal belt. From lofty mountains on the eastern frontier the land levels off in a series of prairie-like areas partitioned by treeless, windswept ridges. Rivers live up to their name only in the spring. In summer they go dry, becoming sun-baked streaks of sticks and stones.

Western Influence Remodeled Patchwork of Invasions

Uplands yield grain and furnish grazing for goats. Fruit, cotton, and tobacco take big slices of acreage on the Aegean coast. To the east of the Straits waterway spreads a rolling plain of grain fields, a bread basket for the nation.

In 1940 only ten of Turkey's cities had a population of more than 50,000. Only three could report more than 100,000 citizens. Biggest was Istanbul, its palaces and mosque domes rising along the peninsula between the Golden Horn and the Sea of Marmara. Next was the Aegean port of Izmir (Smyrna), and third, the capital, Ankara. The fourth, Adana, has nearly 90,000 people.

Wave after wave of invasion washing over this land piled up the political framework known as the Ottoman Empire until the first World War. It included Arabia, Syria, Palestine, Mesopotamia, part of Armenia, Kurdistan, and Aegean islands—areas now in the U.S.S.R., Iraq, Iran, and Greece. Mandates and new nations pared the sprawling domain of the Ottoman Sultan to its Turkish core. In 1923 the Turkish remnant declared itself a republic.

The late Mustapha Kemal Ataturk was elected the first president. Change swept the country. The caliphate, or religious government, was abolished, and

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Ernest G. Holt

VERTICAL VENEZUELA USES THREE MILES OF ROAD FOR ONE OF DISTANCE

Because the jungles of Darien break the Pan American Highway thread between Panama and Colombia, motorists must bridge the gap by car-ferry. Generally they sail to La Guaira in Venezuela, starting point of some magnificent mountain mileage. From La Guaira to the capital, Caracas, high in the mountains, is a mere 7 crow-flying miles. But for earth-bound automobiles the road is 23 miles long. Hairpin bends along cliffs above the Tacagua River (lower left, only a dry bed in summer) make a flight of highway steps rising to the Caracas level. From the capital a branch road leads some 800 miles southwest into Colombia, where the main Pan American Highway twines along South America's Andes backbone (Bulletin No. 4).

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General Headquarters, Washington, D. C.

Exploded Playgrounds Dot the Southern Coast of France

AS THE Battle of Tunisia clears the way for the Battle of Europe, the stay-at-home strategist familiarizes himself with the coasts of the continent and scans the likely landing places. Italy, Greece, Yugoslavia, Norway, France, Germany itself come in for scrutiny.

One result of such study is a realization that France has two "invasion coasts." The northern coast across the Channel from England is the obvious one, to which the Dieppe raid of 1942 pointed the way. The southern shores, however, are a next stop from Tunisia or western Mediterranean islands. Axis forces have declared these shores a military zone for three to five miles inland.

Mountains and Bays Scallop Riviera Coast

Historic seats of recreation and revelry, of fine cookery and exotic commerce dot this militarized coast. The great port of Marseille, approximately in the middle of the shoreline stretch, is France's second-largest city. Part of the coast comprises one of the world's most famous international playgrounds—the French Riviera. It lured a half-million tourists each winter in peacetime.

Eastward from Marseille to Italy curves the Provence bulge—the 150 miles of Riviera coast. There the Maritime Alps push into the sea, their rocky cliffs indented with countless coves and bays. West from Marseille to the Spanish frontier stretches a shoreline of similar length but reverse curve, bitten by the Gulf of Lion.

The best known reach of France's southern coast is the Riviera playground, where Nice, Cannes, Menton (illustration, next page), and a score of other resorts —noted for gay carnival life—have been wiped out for the duration. There the Axis forces of occupation have broken the bank of Monte Carlo, routed artists and poets from Antibes, and masked fortifications behind sun-warmed sands.

Nice, city of 200,000, doubled its population in the carnival and resort months from December to May. Half an hour away by motor to the west and east respectively are Cannes and Monte Carlo, where many Americans learned from titled or moneyed Europeans how to gamble with small fortunes.

Monte Carlo is part of the tiny Monaco Principality, postage-stamp-size "country" whose stamps are prized possessions of collectors.

Naval Bases Flank Marseille

The winter trek to the southern coast was not confined to resort towns. Big and sprawling Marseille, with its peacetime trade as a port of commerce to North African colonies and the Far East, was tourist-jammed. Toulon to the southeast, city of 115,000, second only to Brest among French naval bases, had its watering suburbs, Tamaris and Les Sablettes. Sète, with its industries and railroads, had two popular beaches. For serious business, however, Toulon and Sète were the naval bases with the responsibility of guarding France's Mediterranean shipping. It was at Toulon that units of the French fleet were scuttled.

Outstanding on the coast is the flat triangle of the Rhône delta, known as the Camargue. Salt marsh and windswept moor, threaded with slow canals, this area south of Arles is sparsely inhabited, given over mainly to pasture. Its northern end offers ample sites for airfields.

From the Camargue, the Rhône valley carves a straight corridor northward toward the heart of France, often an invasion and trade route in the past.

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church and state separated on the United States pattern. Women as well as men were given the vote. Turkey looked westward for its fashions, its education, its conveniences. European numbers and a Latinized alphabet were made official. The familiar fez, outlawed, gave way to cap and fedora. Polygamy was banned.

The country moved toward prosperity by means of a series of five-year economic plans, providing for state ownership or control of mines, transportation, and communication, and the fostering of industries using home resources. New plants began to turn out textiles, leather, sugar, cement, chemicals, woodwork, iron, and steel. The 18,000,000 Turkish people built and operated railroads, highways, canals, bridges, tunnels, and irrigation projects.

Note: Turkey is shown on the National Geographic Society's Map of Europe and the Near East. A price list of maps is available at the Society's headquarters in Washington, D. C.

For further information on Turkey, see "Where Early Christians Lived in Rock Caverns," in the *National Geographic Magazine*, December, 1939*; "The Transformation of Turkey," January, 1939*; and "Summer Holidays on the Bosporus," October, 1929*; and these GEOGRAPHIC SCHOOL BULLETINS: "Turkey, a Good Vestibule, Would Make a Bad Battlefield" (Geo-Graphic Brevity), February 15, 1943; and "Turkey-in-Europe Gives Ankara Vital Stake in Balkan Events," March 24, 1941. (*Issues marked by an asterisk are included in a special list of Magazines available to teachers at 10¢ each in groups of ten. The list and an order blank are available upon request to the Society's Washington headquarters.*)

Bulletin No. 1, May 17, 1943.

Bernard F. Rogers, Jr.

IN ADDITION TO STAR AND CRESCENT MOON, NEW TURKEY LOVES THE SUN

Along with the flag symbols of star and moon (foreground), Turkish youths are being taught to appreciate the beneficent rays of the sun. Where women once were uneducated chattels virtually imprisoned in harems, modern Turkey encourages girls to seek an education—with plentiful outdoor sports—and a career. Daughters of women who never appeared unveiled in public now parade in sports costume in the up-to-date stadium at Ankara, Turkey's new capital (above), along with their athlete brothers. Education for youths under 16 is compulsory. High schools, teacher training, university courses in arts, law, and medicine are open to boys and girls.

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A 400-Year Milestone for Earth-Mover, Sky-Mapper Copernicus

HIS eyes too dim to see, on May 24, 1543, the severely stricken Polish scientist Nicolaus Copernicus reached out a feeble hand to receive the first copy of a little, dull book in Latin that was his life's work. Within a few hours he died. But the little, dull book he was unable to see has so profoundly changed the thoughts of man that this month, 400 years later, the memory of Copernicus is being honored in all countries where men respect true science.

When Copernicus entered college in 1491, the world was a small, cramped place, where only parts of Europe, Asia, and Africa were known. The little world stood in the center of a cramped universe, where sun, moon, and stars dutifully climbed into sight and out again on constricted orbits. This view of the universe had been unveiled more than 1,300 years before by the Greek-Egyptian astronomer Ptolemy, and no one had renovated it.

Setting the Earth in Motion, He Shattered Old Ideas

The book that Copernicus received on his deathbed, *De Revolutionibus Orbium Coelestium*, soon shattered that limited universe with block-busting-bomb force. It revealed limitless space, a flaming whirling sun of gigantic size trailed by its family of planets at incredible distances, and remotely spaced clusters of other suns. The modest Polish scientist saw, and quietly stated, that the earth moved, and practically all of science had to be evaluated anew in the light of that basic fact.

The towns and quiet countryside that nourished his thoughtful mind are chiefly Polish, now in the hands of invaders. His birthplace was the obscure town of Toruń, in the "Polish Corridor" neighborhood south of Danzig. There the astronomer-to-be, as Nikolas Kopernik until he learned enough Latin to Latinize his name to the more familiar form, learned to read, write, and figure in the parish school of St. John's Church. This brick Gothic structure, with tall candle-slim windows reaching to the ceiling, still stood beside the Vistula River before the outbreak of war in 1939. By then Toruń, a railroad junction of some importance, had grown to be a city of 54,000, with a bronze statue to its distinguished scientist son beside the Town Hall in the market square.

His introduction to the learning of the past was received at the University of Kraków (illustration, next page), where Nicolaus and his brother studied mathematics, the classics, and perspective drawing. The really challenging subject of the curriculum, however, proved to be astronomy.

Fought To Defend Homeland Against Invaders

The youthful scientist went to Italy to study, attending classes in law and medicine at the distinguished universities of Bologna, Padua, and Ferrara.

But it was chiefly a long study of the night skies of Poland that gave Copernicus his education. Night after night he watched the slow course of planets across the firmament. He penetrated the unknown depths of the heavens in almost the very decade when Columbus was pushing into the unknown of the western seas. Both explorers—the celestial and the terrestrial—upset their accepted worlds.

The heavenly discoveries of Copernicus were criticized, resisted, and even suppressed by some because they were at variance with certain statements in the Bible, which many accepted as a guide to scientific astronomy as well as to religion.

Modern maps show the district where the mature scientist made his home as

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West of Sète, the coastal plain is fringed by lagoons, backed on the north by the wall of the Cévennes Mountains. In the chief cities, Perpignan and Narbonne, the Nazis have converted cathedrals into arsenals.

Note: France is shown on the National Geographic Society's Map of Central Europe and the Mediterranean.

For additional information, see "France Farms as War Wages," in the *National Geographic Magazine*, February, 1940*; and these GEOGRAPHIC SCHOOL BULLETINS: "Upper Savoy, France's 'Boiling-Over Battlefield' in the Alps," April 5, 1943; "Toulon, the Scapa Flow of World War II," January 4, 1943 (Geo-Graphic Brevity); and "Sète, Lagoon-Site Seaport of Southern France," March 2, 1942 (Geo-Graphic Brevity).

Bulletin No. 2, May 17, 1943.

Maynard Owen Williams

PERPLEXED INNOCENTS SEE THE RIVIERA WORLD OF REVELRY BLASTED APART

Before the war and enemy occupation brought bullets instead of confetti to France's southeast coast, a children's battle of flowers was a feature of carnival festivities at Menton. Children masqueraded, in a springtime Halloween, as infant Turks and Chinese, or impersonations of such figures as Napoleon. The girl photographed in Chinese outfit balances paper lanterns on her carrying pole, keeping an arm free for her flower basket. Older brother Pierrot also has a basket of blossoms, ammunition for the flower battle. Seventy years ago Robert Louis Stevenson joined the tourist trek southward to winter in Menton's mild air. Now the region is in the military zone which the Axis has set aside along the coast.

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Pan American Highway Adds New Links to Vast Travel Network

AS BOMBERS blast roads and rails in the Old World, the New World's Pan American Highway is filling in the gaps of the vast communication system which is planned eventually to join Alaska with southernmost South America.

War needs hurried construction of the 1,600-mile road from Canada into Alaska. From Laredo, Texas, through Mexico, D. F., southward to Oaxaca, the last links of some 1,100 miles of paved highway approach completion this month.

Three-Quarters Along in Central America

The six republics of Central America have finished, for all-weather driving, roughly three-quarters of their nearly 2,000-mile stretch. Aided by United States funds and technicians, a "pioneer" road is being pushed toward early completion in most of the difficult remaining sections. It will speed transport of war-important minerals, industrial oils, fibers, drugs, and food.

In South America (now reached from Panama by ferry to Colombia or Venezuela) more than 10,000 of the projected 13,000 miles of the Pan American Highway system are ready for all-weather traffic. Included are branch and main roads that run from La Guaira (illustration, inside cover) to Buenos Aires. One route is by way of Colombia, Ecuador, Peru, and central Chile; the other branches off from Vitor, Peru, to cross landlocked Bolivia. From Buenos Aires and Montevideo to Rio de Janeiro, about three-quarters of another road is now open the year around.

Before the Pan American Highway unwinds an unbroken ribbon of roads, however, some of the world's most challenging terrain must be conquered. There are also war problems of building-material priorities and lack of shipping.

Mexico's uncompleted sections south to the Guatemala border must be forced through country blanketed in spots with tropical jungle hemmed in by mountains. More difficult is the future Panamanian route, south of the Panama Canal area.

Between these two sections Guatemala has completed all of its 300-mile stretch. Most of El Salvador's 196-mile section is paved. Honduras and Nicaragua are ready for all-weather use for nearly half of their mileage. Costa Rica, with some of the most difficult engineering problems of the whole route in its 384 miles, has less than a fourth in all-weather road. Panama's section, to the Panama Canal, is open for all-weather traffic practically all of the way.

Highway Shows Cross Section of Latin American Life

The Pan American Highway unrolls a cross section of Western Hemisphere geography and life, with side lessons in economics and history. It twists a tortuous course through volcano-framed valleys, along coastal plains, and over rocky, precipitous mountain ledges. It runs through dust-choked regions into green and flower-bright fields where cattle graze on succulent grasses. From tropical plantations of bananas, cacao, and sugar cane, it climbs into rolling coffee highlands and beyond to the high country of hardy grains and the sure-footed llama, vicuña, and alpaca.

The traveler sees a thousand and one types of humanity and their customs, from a lone farmer tilling a hillside corn patch to a smartly dressed senorita strolling in a crowded bandstand plaza; rural scenes of outdoor tortilla making or family wash day by a river bank; city lottery sales, and early cathedral services. For students, remains of Indian civilizations include the spectacular Toltec

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part of East Prussia. During his life, however, the region owed allegiance to Polish kings, though East Prussia's local rulers were the Teutonic Knights, a German religious order. Within East Prussia the little bishopric of Varmia (or Ermland) was a semi-independent state; there Copernicus spent his last 37 years. In castle towers at Heilsberg and Allenstein and in a wall tower of the cathedral at Frauenberg he studied the stars. He was buried in Frauenberg Cathedral.

The Polish astronomer lowered his eyes from the heavens to politics from time to time. Recognizing the evils of inflation, he wrote a book about money. Convinced of the necessity to fight for liberty, he took part in the battles of his countrymen against the encroachments of the Teutonic Knights.

Note: Toruń, the birthplace of Copernicus, and other European cities associated with him, can be found on the National Geographic Society's Map of Europe and the Near East.

For a survey of modern astronomy, which may be said to date from Copernicus, see "News of the Universe," in the *National Geographic Magazine*, July, 1939*.

Bulletin No. 3, May 17, 1943

Gdynia-America Line

KRAKÓW STUDENTS STUDIED COPERNICUS JUST WHERE COPERNICUS STUDIED

In 1491, Copernicus, then 18 years old, matriculated for three years of study at the famous old University of Kraków, in southwestern Poland. The institution was already venerable; now it would be in its 569th year if it had not been closed by Nazi invaders. In the courtyard of the Jagellonian Library (above), whose cloister arches and heavily carved balcony balustrade Copernicus probably saw daily, stands a statue of the university's illustrious alumnus. This university acquired in 1510 the first globe to map America's new lands. Twentieth century students, before the war, were well informed about their distinguished predecessor, his theory of astronomy, and the medieval life of his era. The photograph shows a group of students reviving a drama of the Middle Ages in the court where such costumes once were worn.

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Geo-Graphic Brevities

CIRCUSES TAKE "SPANGLELAND" ON WARTIME TOURS

SUMMER, sawdust, circuses, and clowns make a combination in the good old American tradition that dates from George Washington's day. This summer, remodeled by rationing and priorities, the circuses are hitting the road as usual from many towns between Sarasota in Florida and Venice in southern California. Meanwhile, the "Greatest Show on Earth" has staged its opening in the "biggest hick town of all," New York City.

The circus this year will promote war bond sales and boost morale on the production front. Admission to some performances will be by purchase of war bonds only. Circus units will carry their big laughs in 1943 to more war-industry centers and make fewer small-town stops.

Some bright stars are missing—now in khaki instead of tights. The women of the Zachinni family, for example, have practiced to be human cannonballs in place of their men who have gone to war. Among the talented performers and animal trainers are natives of many foreign lands who have become naturalized United States citizens.

There were circuses long before the Circus Maximus of Julius Caesar. For centuries they consisted of chariot racing and feats of horsemanship. Only after 1792 did the young United States hear of any change. In that year John Bill Ricketts opened America's first circus in Philadelphia.

Ricketts marked April 22, 1793, a red-letter day, for on that day President Washington attended the show. Ricketts' house was packed for weeks thereafter. By 1797 he had built a circus theater in New York and had exhibited as far north as Albany.

In 1815 a New York State farmer, Hackaliah Bailey, bought an African elephant from his seafaring brother. Marching "Old Bet" from town to town by night and exhibiting her by day, Bailey made a small fortune. He built a statue at Somers, New York, in honor of his pachyderm.

P. T. Barnum, a young Connecticut clerk, closely watched the career of "Old Bet." Borrowing Bailey's name for his partner, Barnum a century ago started his career of showmanship. Jumbo, the elephant, and General Tom Thumb, the midget, were Barnum successes now part of circus legend. His "Greatest Show on Earth" dates from 1870. He opened a new circus era in 1872 by moving his show on railroad cars instead of wagons.

In Baraboo, Wisconsin, seven Ringling brothers opened a small circus on May 19, 1884. By 1907 they owned the "Greatest Show on Earth," having bought it from the Barnum & Bailey heirs. In 1919 the two shows were combined.

* * * * *

TRUK, JAP NAVAL BASE, CASTS WAR CLOUDS OVER PACIFIC

When a Japanese battle fleet steams forth into the southwest Pacific, the chances are high that it was assembled and supplied at the naval base in the Truk Islands, in the Caroline group. This base lies a three days' voyage from New Guinea and the Solomon Islands.

The Truk cluster consists of 11 volcanic islands and more than 80 coral islets loosely strung together to form a dangerous triangle-shaped reef about 140 miles in

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and Aztec monuments near Mexico, D. F., Maya and Inca ruins further south.

An all-American highway was proposed at the Conference of American Republics held in Chile in 1923. Engineers later met to plan a far-flung network that would make use of existing roads, improve them, and build connecting links. Early expeditions along suggested routes met fantastic hardships. One Brazilian group, cutting through the jungle, blasting a way through mountains, and rafting their cars across rivers, killed wild hogs for fat to make lubricants.

Today, closer links between Latin American nations and the United States are bringing ammunition to the "Arsenal of Democracy," easing wartime economic strain and laying a permanent foundation for future all-American trade.

Note: The Pan American Highway System may be traced on the National Geographic Society's Map of North America, which was issued as a supplement to the *National Geographic Magazine*, May, 1942, and Map of South America, a supplement to the October, 1942, *Magazine*. The highway is also shown on individual maps accompanying the GEOGRAPHIC SCHOOL BULLETINS in the recently completed series on the Latin American republics.

Full-color illustrations of people and scenes of eight Latin American republics are included among the separate color sheets made available to teachers by the National Geographic Society. These plates are duplicates of illustrations which have appeared in the *National Geographic Magazine*. They may be purchased in quantities of 48 sheets for 30¢ or 96 sheets for 50¢. Teachers may make their selection of pictures from a subject list, which will be sent from the Society's Washington headquarters on request.

Bulletin No. 4, May 17, 1943.

Harriet Chalmers Adams

"AT SANTIAGO TURN LEFT AND CROSS THE ANDES"

The capital of Chile, one of South America's four largest cities, is a major landmark on the Pan American Highway system, and would inevitably be mentioned in directions for a continental automobile tour. Spreading over a fertile plain, it lies in sight of Andean peaks 60 miles away. There the general north-south direction of the road changes to east-west, climbing the Andes to join the highway network in Argentina and Brazil. One road crosses near the Christ of the Andes. The main route winds north from Santiago and threads through Andean passes just south of Aconcagua, the Western Hemisphere's highest mountain.

extent. The reef encloses a large lagoon with depths of 150 to 300 feet, providing a good anchorage for the largest ships. Navigable channels give passage through the coral reef to the lagoon. All channels could be closed by mines.

The islands were Germany's before World War I. They were occupied by the Japanese in October, 1914. Japanese possession was confirmed by a mandate of the League of Nations, in spite of protests by Australia and the United States.

The mandate prohibited fortifications, but the Japanese have practically closed the islands to visitors who might report whether or not this regulation was obeyed. Harbors have been improved. A government hospital has been built around a semi-tropical garden.

Natives number less than 10,000. They export copra, pearl and turtle shell, and sea cucumbers. Boston missionaries were early on the islands; German missionaries followed. Most of the islanders were converted to Christianity.

The Japanese have renamed most of the islands. Tol, Moen, Truk (Ruk), and Toloas, to list a few of the largest, now are Shichiyo, Haru, Kaide, and Natsu.

Note: The Truk Islands are shown on the National Geographic Society's Map of the Pacific Ocean. See also these articles in the *National Geographic Magazine:* "Hidden Key to the Pacific," June, 1942; and "Mysterious Micronesia," April, 1936*.

Bulletin No. 5, May 17, 1943.

Willard Price

TRUK'S PEEKABOO HOUSES ARE FAR FROM BOMBPROOF

The Japanese have introduced to Truk islanders a new type of house, built of boards, with sheet-iron roof and a tank to catch rain. But many natives favor their old-fashioned architecture, using building materials that grow on trees and can be put together by joint effort of the whole family, without any outlay of cash. The floor and walls are made of bamboo. The roof is thatched with "shingles" of ivory nut palm leaves lashed to a stick; laid so that they overlap, they keep out the rain. Cracks in the wall supply air-conditioning. But such flimsy structures give the householders no protection from the blast and fire that accompany bombing.

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